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Part V

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Airworthiness Standards: Aircraft and Products Design and Procedural Standards for Type Certificates, Type Certificate Amendments, and Supplemental Type Certificates

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 21, 39, and 91

[Docket No. 20660; Notice 80-13]

Airworthiness Standards: Aircraft and Products Design and Procedural Standards for Type Certificates, Type Certificate Amendments, and Supplemental Type Certificates

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rule making (NPRM).

SUMMARY: This notice proposed amendments to the certification procedures regulations applicable to the type design approval of aircraft, aircraft engines, and propellers, including major changes, to: (1) Provide a mechanism by which the FAA may act more systematically to ensure that aircraft in service satisfy up-to-date level-of-safety expectations; (2) Ensure that the certification procedures regulations of Part 21 are consistent for the issuance of type certificates, type certificate amendments, or supplemental type certifcates in order to ensure the same level of effort by applcants and by the FAA for affected products, irrespective of the type design approval procedure used; and (3) Make other necessary amendments to Part 21 consistent with longstanding administrative practice in the issuance of type certificates, type certificate amendments, and supplemental type certificates. Amendments to Parts 39 and 91 are also proposed to facilitate application of type design change requirements to aircraft, aircraft engines, and propellers in service when necessary for safety.

DATE: Comments must be received on or before October 27, 1980

ADDRESS: Comments on this proposal may be mailed in duplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC-204), Docket No. 20660, 800 Independence Avenue, SW., Washington, D.C. 20591, or delivered in duplicate to: Room 916, 800 Independence Avenue, SW., Washington, D.C. 20591, or delivered in duplicate to: Room 916, 800 Independence Avenue, SW., Washington, D.C. 20591. Comments delivered must be marked: Docket No. 20660. Comments may be inspected at Room 916 between 8:30 a.m. and 5:00 p.m.

FOR FURTHER INFORMATION CONTACT: Marvin J. Walker, Regulatory Review Branch (AVS-22), Safety Regulations Staff, Associate Administrator for Aviation Standards, Federal Aviation Administration, 800 Independence Avenue SW., Washington, D.C. 20591. Telephone: (202) 755-8714.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Comments relating to the environment, energy, or economic impact that might result from adoption of proposals contained in this notice are invited. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the address specified above. All communications received on or before the closing date for comments will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this notice may changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each substantive public contact concerned with this proposal will be filed in the Rules Docket. Commenters wishing acknowledgment of mailed comments should enclose a stamped, self-addressed postcard on which the following statement is made: "Comments on Docket No. 20660." The postcard will be dated and time stamped and returned to the commenter.

Each proposal in this notice is numbered separately. Persons submitting comments should refer to proposals by these numbers or by the sections of the regulations to which they relate.

Availability of Additional Copies of Notice

Any person may obtain a copy of this notice of proposed rule making (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attn: Public Information Center, APA-430, 800 Independence Avenue SW., Washington, D.C. 20591; Telephone: (202) 426-8058. Each communication must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2, which describes the application procedure.

Backgound

The FAA approves the type design of civil aircraft, aircraft engines, and propellers by issuing a type certificate. Major changes to approved type designs are granted by issuance of either a type certificate amendment or a supplemental type certifcate. Only the type certificate holder can obtain a type certificate amendment; but any person, including the type certificate holder, can obtain a supplemental type certificate. Type design approvals are granted when the applicant shows and the FAA finds that the product design meets designated airworthiness and noise standards and the FAA finds the product has no feature or characteristic that makes the product unsafe for the category in which certification is requested.

Generally the airworthiness standards of Parts 23 through 35 of the Federal Aviation Regulations, in effect on the date of application for original design approval plus special conditions to address novel or unusual design features, plus the applicable noise standards, form the regulatory basis for issuance of type certificates. These regulations become known as the type certification basis and generally are carried forward to form the regulatory basis for evaluating major changes to the type design.

Type certificates and supplemental type certificates generally remain in effect indefinitely, unless some special safety consideration has caused them to be suspended or revoked. This means in effect that new aircraft, aircraft engines, and propellers may be manufactured and receive FAA airworthiness approval so long as they conform to the approved type design, notwithstanding when the type certificate or supplemental type certificate was issued, even though the airworthiness standards may have been updated considerably since that time.

The type certification process leading to FAA approval of a new design or major design change is prospective in nature. Extensive analyses and tests are conducted on the design, including prototypes of the design, against established airworthiness standards to predict the level of safety that will be achieved by products of the type in service. Once a product begins to accumulate service experience, the actual or achieved level of safety of the design becomes measurable.

Design evaluation does not end with the issuance of the type certificate, type certificate amendment, or supplemental type certificate. The FAA continues to monitor the safety performance of the

design after the type design is approved and the product is introduced into service. This is accomplished through the various reports and data the FAA receives daily and which regulations require aircraft owners and operators to submit, such as service difficulty reports; failure, malfunction and defect reports; reviews in connection with the issuance of amendments to type certificates and supplemental type certificates; and investigation reports of incidents and accidents. It should also be noted that in the past the FAA has conducted post-certification design reviews of the complete aircraft when service experience has shown a need for such a review. Evaluation of an aircraft, aircraft engine, or propeller design based on service experience never ends so long as there is a product of the type in service. If, during any evaluation, an unsafe condition is unveiled after a product enters service, and that condition is likely to exist or develop in other products of the same type, the FAA issues an airworthiness directive under Part 39 to require a change to the type design or to define special inspection or operational limitations. In effect, these are retroactive applications of required type design changes to the type certificate or supplemental type certificate. However, the level of safety achieved by type-certificated designs as related to subsequent amendments to the airworthiness standards is seldom evaluated in detail.

The airworthiness standards published in Parts 23 through 35 of the Federal Aviation Regulations are amended from time to time, generally for one of three basic reasons:

(a) To consider new technologies or new emerging design features which would otherwise not be adequately or appropriately addressed by the unamended airworthiness standards;

(b) To preclude future, yet unproven designs from incorporating features or characteristics which service experience has shown could result in an unsafe situation; and

(c) To upgrade the existing level of safety.

Only the latter reason is of concern for products in service or in production. In the past, when a decision was made to apply a new airworthiness standard retroactively to upgrade existing products, either in general or for products used in specialized service such as air transportation, it was accomplished by incorporating the requirement in one of the operational regulations, i.e., Parts 91, 121, 127, or 135. One notable exception was the upgrading of the transport airplane crashworthiness and emergency evacuation requirements in September 1967 and subsequently, which were made retroactive both by amendments to Part 121 and by a then new "special retroactive requirements" section of Part 25. In another case, safety required upgrading of the design of "wide-body" transport category airplanes in service. Because of its limited applicability, design change was required by an airworthiness directive made applicable to all existing wide-body airplanes.

The FAA believes that the proposed certification policy procedure and regulatory changes are necessary to provide for the retroactive application of new airworthiness standards to aircraft, aircraft engines, and propellers, both under manufacture and in service. Other policy and regulatory changes needed relative to the FAA design approval procedures are also proposed. These are explained in the following sections.

Proposed Policy Changes

The FAA believes that to permit the continued manufacture of aircraft, aircraft engines, or propellers designed to standards that have been substantially superseded, periodic reevaluations of approved type designs are necessary at specific intervals to ensure the products meet the required level of safety. The FAA therefore intends that for aircraft, aircraft engines, and propellers type certificated after January 1, 1980, and for type certificate amendments and supplementary type certificates issued after that date, a review of the type certification basis and level of safety achieved be made after a certain time period. In the case of large transport category aircraft, it is intended that this reevaluation begin at approximately the eighth year after issuance of the certificate or the last reevaluation in order to ensure that the affected design provides the level of safety consistent with the airworthiness standards in effect at the time of the reevaluation. In addition, it is the intent of the FAA that reevaluation be completed before the end of the tenth year and any necessary changes to the subject type design be defined by that time.

To assure the public an opportunity to participate, the initiation of a certificate reevaluation will be announced in the **Federal Register** with a request for the submission of relevant information concerning service experience with the aircraft, aircraft engine, or propeller design under review. Data supplied by owners and operators of the product as well as that of the certificate holder should assure that necessary changes to the design are identified. A report will also be published in the **Federal Register** at the conclusion of a reevaluation, and any requirement imposed on the manufacturer and/or the owners and operators of the products will be accomplished through the rulemaking procedures of Part 11 of the Federal Aviation Regulations with full consideration of the economic effects of the requirements as provided for in the Administrative Procedure Act and Executive Order 12044.

In the future, the FAA will place more emphasis on assessing the possible effects of supplemental type certificated design changes incorporated into a product when investigating service difficulties of the product. The holders of supplemental type certificates will also be held more accountable for submitting design change data when requested to correct an unsafe condition caused by the supplemental type certificated installation.

As was done in the past for certain transport category crashworthiness and emergency evacuation regulations made retroactive by § 25.2, in all future rule making directed toward amending the airworthiness standards of Parts 23 through 35 of the Federal Aviation Regulations, the FAA will consider the need to apply new regulations as special retroactive requirements. The extent of retroactivity may range from its application to only major design changes made after the effective date of the amendment, to all newly manufactured products after a specified date, to all products in service of a particular category or class. If it is determined there is a need to apply special retroactive airworthiness standards to particular aircraft, aircraft engines, and propellers in service, the airworthiness directive rule-making process would be used to establish the requirement.

When changes to the airworthiness standards are adopted after an application for type certificate is filed but before the type certificate is issued, the provisions of existing § 21.17(a)(1)(i) will be used by the FAA to apply these later standards where it is determined the change should be applied.

In the future, the FAA would not accept applications for type certification that do not sufficiently describe the product design to permit designation of the applicable airworthiness standards. Deficient applications would be returned to the applicant with an explanation of the reason for nonacceptance. In addition, applicants for supplemental type certificates would be required to show the FAA that they have access to sufficient data on the design being changed to make an adequate compliance evaluation of the

proposed change. This showing would be required before the FAA would expend significant resources on the project. Furthermore, the FAA will not undertake certification projects when any testing required would be conducted outside the United States, unless the Administrator determines that the test location will place no undue burden on the FAA in administering the applicable airworthiness requirements.

Thus, essentially the same certification procedures will be used by the FAA in the future for the evaluation of both new designs and major design changes, irrespective of whether approval is requested as a new type certificate, as a type certificate amendment, or as a supplemental type certificate.

Proposed Regulatory Changes

1. Section 21.15(b) would be amended to require, in addition to a three-view drawing of the aircraft for which application for a type certificate is being made, sufficient preliminary basic design data to enable the Administrator to designate the applicable airworthiness regulations. As mentioned before, applications which do not contain sufficient data would not be honored and would be returned to the applicant with an explanation of the reasons for nonacceptance.

2. Section 21.17(a) would be amended to provide for the application of special retroactive requirements for the issuance of new type certificates, notwithstanding the date of application. See also proposal 5.

3. Section 21.51(b) would be added to provide for the suspension of the type certificate if the holder fails to provide adequate design change data, when requested by the FAA, for compliance with the terms of either an applicable airworthiness directive or a special retroactive requirement. See also proposal 4.

4. Similar to what is now required in the case of airworthiness directives, new § 21.99(b) would require the holder of a certificate to submit adequate design data for compliance with special retroactive requirements. Proposed § 21.99(d) would make it clear that § 21.99 (a) and (b) are equally applicable to supplemental type certificate holders. See also proposal 3.

5. Section 21.101(a) would be amended to provide for the application of special retroactive requirements for the issuance of type certificate amendments and supplemental type certificates. Section 21.101(b) would be amended to provide for the application of later amendments to the airworthiness standards and special conditions for the issuance of type certificate amendments and supplemental type certificates. See also proposals 2 and 11.

6. A new § 21.103(a) would be added to provide the same procedural regulations to the issuance of type certificate amendments as is now applied under § 21.21 to the issuance of new type certificates. Section 21.103(b) would permit credit for well documented service experience in showing compliance with the applicable airworthiness requirements when analysis of this experience shows that the required level of safety has been achieved by the existing design.

7. Section 21.111(b) would be added to make it clear that supplemental type certificate holders are governed by the procedural rules of Subpart E.

8. A new § 21.112 would be added to provide that supplemental type certificates would not be issued if any testing required to show compliance with the airworthiness requirements is accomplished outside the United States, unless the test location was found to cause no undue burden on the FAA. This proposal is analogous to that applied to applicants for new type certificates and type certificate amendments by § 21.43.

9. Section 21.115 would be amended to clearly state which sections of Subpart B are applicable for issuance of supplemental type certificates.

10. Existing § 21.117(b) would be recodified as § 21.116 without substantive change.

11. Section 21.117(a) would be amended to apply the same procedural regulations to the issuance of supplemental type certificates as are now applied under § 21.21 to the issuance of new type certificates and as would be applied under proposed § 21.103(a) to the issuance of type certificate amendments. See proposal 6. Section 21.117(a) would also require that applicants for a supplemental type certificate show that they have access to sufficient data on the design being changed to make an adequate compliance evaluation of the proposed change. Section 21.117(b) would permit credit for well documented service experience in showing compliance with the applicable airworthiness requirements when analysis of this experience shows that the required level of safety has been achieved by the existing design.

12. Section 21.118 would be added to clarify that the Administrator has the same access to supplemental type certificates for review as is now provided by § 21.49 for type certificates.

13. Section 21.120 (a) and (b) would be added to make it clear that a supplemental type certificate would have the same duration as is provided for the basic type certificate by the proposed amendments to § 21.51. Section 21.120(b) would clarify existing practices on the transferability of supplemental type certificates consistent with that provided by existing § 21.147 for type certificates.

14. Section 21.159(b) would be added to permit the suspension of production privileges if the holder of the type certificate or supplemental type certificate for the product fails to provide adequate design change data when requested by the FAA. See proposal 3.

15. Section 39.1(b) would be added to make the airworthiness directive process available for the application of special retroactive regulations to aircraft, aircraft engines, and propellers in service.

16 and 17. Section 91.29 would be amended to recodify existing § 39.3 as new § 91.29(a)(2) without substantive change to place this operating requirement in an operating part of the regulations.

Additional Comments Invited

In order that full consideration be given to the economic and other impacts which will be required by future rulemaking action, it is requested that commentors from industry and the public address themselves to these questions insofar as possible. For instance, what effects would a 10-year type design reevaluation cycle have on your products? On your organization, suppliers, customers? To what extent do you have access to information which will enable you to anticipate changes you may be required to make in the future? Can you now evaluate the cost of such changes? Are there better methods and vehicles for implementing the objectives of the rules and policy changes presented in this Notice?

Information received from commenters will be valuable to the FAA for use in consideration of the proposals and preparation of regulatory evaluations under Executive Order 12044.

The Proposed Amendment

In consideration of the foregoing, it is proposed to amend Parts 21, 39, and 91 of the Federal Aviation Regulations (14 CFR Parts 21, 39, and 91) as follows:

PART 21—CERTIFICATION PROCEDURES FOR PRODUCTS AND PARTS

1. By revising § 21.15(b) to read as follows:

§ 21.15 Application for type certificate.

* * * * *

(b) An application for an aircraft type certificate must be accompanied by a three-view drawing of that aircraft and sufficient preliminary basic data to allow the Administrator to designate the applicable regulations in accordance with § 21.17.

* * * * *

2. By revising § 21.17(a) to read as follows:

§ 21.17 Designation of applicable regulations.

(a) Except as provided by any special retroactive requirements issued under an airworthiness standards part of this subchapter and in Part 36 of this chapter, an applicant for a type certificate must show that the aircraft, aircraft engine, or propeller concerned meets—

* * * * *

3. By redesignating existing § 21.51 as § 21.51(a) and by adding a new § 21.51(b) to read as follows:

§ 21.51 Duration.

(a) * * *

(b) The Administrator may suspend a type certificate if the holder does not submit adequate design change data for approval when requested under § 21.99(a) or (b).

4. By redesignating existing § 21.99(b) as (c) and by adding new paragraphs (b) and (d) to read as follows:

§ 21.99 Required design changes.

* * * * *

(b) When a special retroactive requirement is issued under an airworthiness standards part of this subchapter that affects previously approved designs, the holder of the type certificate for the affected products must—

(1) Submit appropriate design change data for approval; and

(2) Upon approval of the type design changes necessary to meet the special retroactive airworthiness requirement—

(i) Incorporate the design change on all newly manufactured products affected by the change prior to standard airworthiness certification or airworthiness approval; and

(ii) Make available the descriptive data covering the changes to all operators of products previously certificated under the type certificate.

* * * * *

(d) The requirements of paragraphs (a) and (b) apply to holders of supplemental type certificates if the required design changes are necessitated or otherwise affected by a design change approved under the supplemental type certificate.

5. By revising § 21.101(a), (b)(1), and (b)(2) to read as follows:

§ 21.101 Designation of applicable regulations.

(a) Except as provided by a special retroactive requirement issued under an airworthiness standards part of this subchapter and in Part 36 of this chapter, an applicant for a change to a type certificate must comply with either—

* * * * *

(b) * * *

(1) The applicable provisions of this subchapter, in effect on the date of the application for the change, that the Administrator finds necessary to provide a level of safety equal to that established by the regulations in effect on the date of application for change to the type certificate; and (2) Special conditions, and amendments to previously issued special conditions, issued in accordance with § 21.16 if the applicable regulations of this subchapter do not contain adequate or appropriate safety standards for an aircraft, aircraft engine, or propeller because of a novel or unusual design feature of the proposed change.

6. By adding a new § 21.103 to read as follows:

§ 21.103 Issuance of amendments to type certificates.

(a) A holder of a type certificate is entitled to an amendment to the type certificate for the purpose of approving a major change if the applicant submits the type design, test reports, and computations necessary to show that the product to be certificated meet the applicable airworthiness and aircraft noise requirements of the Federal Aviation Regulations and any special conditions prescribed by the Administrator, and the Administrator finds—

(1) Upon examination of the type design, and after completing all tests and inspections, that the type design and the product meet the applicable aircraft noise requirements of the Federal Aviation Regulations and further finds that they meet the applicable airworthiness requirements of the Federal Aviation Regulations or that any airworthiness provisions not complied with are compensated for by factors that provide an equivalent level of safety; and

(2) For an aircraft, that no feature or characteristic makes it unsafe for the category in which certification is requested.

(b) The Administrator may relieve an applicant from strict compliance with a specific provision of the applicable airworthiness requirements designated by § 21.101, including any special retroactive airworthiness requirements, if the applicant shows through an analysis of substantial service experience and the Administrator finds that the unchanged features or characteristics of the type design provide an equivalent level of safety to that envisaged by the requirement of concern.

7. By revising § 21.111 to read as follows:

§ 21.111 Applicability.

This subpart prescribes—

(a) Procedural requirements for the issuance of supplemental type certificates for aircraft, aircraft engines, and propellers; and

(b) Rules governing the holders of those certificates.

8. By adding a new § 21.112 to read as follows:

§ 21.112 Eligibility.

Any interested person may apply for a supplemental type certificate, except that the Administrator does not issue a supplemental type certificate if any of the testing required to show compliance with the applicable airworthiness regulations is accomplished outside the United States, unless the Administrator finds that the test location places no undue burden on the FAA in administering the applicable airworthiness requirements.

9. By deleting the words "paragraphs (a) and (b) of" from § 21.115(a) and adding the phrase "and § 21.97" after the existing reference to § 21.101, and by revising § 21.115(b) to read as follows:

§ 21.115 Applicable requirements.

* * * * *

(b) Each applicant for a supplemental type certificate must meet §§ 21.33 21.35, 21.37, 21.39, 21.50, and 21.53 with respect to each change in the type design.

10. By adding a new § 21.116 to read as follows:

§ 21.116 Supplemental type certificates.

A supplemental type certificate consists of—

(a) The approval of the Administrator of a change in the type design of the product; and

(b) The type certificate previously issued for the product.

11. by revising § 21.117 to read as follows:

§ 21.117 Issuance of supplemental type certificates.

(a) An applicant is entitled to a supplemental type certificate to approve a major change to a type design if the applicant shows that he has access to

sufficient type design data previously approved under the type certificate being changed to adequately evaluate the proposed change and submits the proposed type design changes, test reports, and computations necessary to show that the product to be certificated meets the applicable airworthiness and aircraft noise requirements of the Federal Aviation Regulations and any special conditions prescribed by the Administrator, and the Administrator finds—

(1) Upon examination of the type design, and after completing all tests and inspections, that the type design and the product meet the applicable aircraft noise requirements of the Federal Aviation Regulations, and further finds that they meet the applicable airworthiness requirements of the Federal Aviation Regulations or that any airworthiness provisions not complied with are compensated for by factors that provide an equivalent level of safety; and

(2) For an aircraft, that no feature or characteristic makes it unsafe for the category in which certification is requested.

(b) The Administrator may relive an applicant from strict compliance with a specific provision of the applicable airworthiness requirements designated by § 21.101, including any special retroactive airworthiness requirements, if the applicant shows through an analysis of substantial service experience and the Administrator finds that the unchanged features or characteristics of the type design provide an equivalent level of safety to that envisaged by the requirement of concern.

12. By adding a new § 21.118 to read as follows:

§ 21.118 Availability.

The holder of a supplemental type certificate shall make the certificate available for examination upon the request of the Administrator or the National Transportation Safety Board.

13. By adding a new § 21.120 to read as follows:

§ 21.120 Duration and transferability.

(a) A supplemental type certificate is effective until surrendered, suspended, or revoked or a termination date is otherwise established by the Administrator, except that if the type certificate under which the supplemental type certificate is issued is suspended, revoked, or terminated, then the supplemental type certificate is likewise suspended, revoked, or terminated.

(b) The Administrator may suspend a supplemental type certificate if the holder does not submit appropriate design change data for approval when requested by the Administrator under § 21.99 (a) or (b).

(c) A supplemental type certificate may be transferred to or made available to third persons by licensing agreements. Each grantor shall, within 30 days after the transfer of a certificate or execution or termination of a licensing agreement, notify in writing the appropriate FAA Regional Office. The notification must state the name and address of the transferee or licensee, date of the transaction, and in the case of a licensing agreement, the extent of authority granted the licensee.

§ 21.159 [Amended]

14. By amending § 21.159 by redesignating present § 21.159 as paragraph (a) and adding a new paragraph (b) to read as follows:

* * * * *

(b) The administrator may suspend a production certificate if the holder of the type certificate or supplemental type certificate does not submit adequate design change data for approval when requested under § 21.99 (a) or (b).

PART 39—AIRWORTHINESS DIRECTIVES

15. By revising § 39.1 (a) and (b) to read as follows:

§ 39.1 Applicability.

* * * * *

(a) An unsafe condition exists in a product and that condition is likely to exist or develop in other products of the same type design; and

(b) A design change is required to meet a special retroactive requirement issued under an airworthiness standards part of this subchapter.

16. By deleting § 39.3 and labeling the section "Reserved":

§ 39.3 [Reserved]

PART 91—GENERAL OPERATING AND FLIGHT RULES

17. By revising § 91.29(a) to read as follows:

§ 91.29 Civil aircraft airworthiness.

(a) No person may operate a civil aircraft unless—

(1) The aircraft is in an airworthy condition; and

(2) The aircraft and all installed engines, propellers, and appliances are operated in accordance with the requirements of applicable airworthiness directives issued under Part 39 of this chapter.

* * * * *

[Secs. 313(a), 601, 603, and 604 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, and 1424); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655)); and 14 CFR 11.45]

Note.—The FAA has determined that this document involves proposed regulations which are not in themselves considered to be significant under the procedures and criteria prescribed by Executive Order 12044 and as implemented by the Department of Transportation Regulatory Policies and Procedures (44 FR 11304; February 26, 1979). Therefore, the impact of this proposal is so minimal that an evaluation is not necessary.

Issued in Washington, D.C., on August 25, 1980.

Langhorne Bond,

Administrator.

[FR Doc. 80-26489 Filed 8-27-80; 8:45 am]

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